

Highlights of the FY 2015

STATE REPORT ON TRANSPORTATION

Governor Martin O'Malley | Lt. Governor Anthony G. Brown | Secretary James T. Smith, Jr.

A Message from Governor Martin O'Malley



Since taking office at the onset of this nation's worst recession since the Great Depression, the O'Malley-Brown Administration has pursued a strategic and results-oriented approach to governance by setting goals, measuring performance and meeting deadlines to achieve the kind of progress Maryland families demand from their elected officials. By focusing on making better choices that deliver better results, our Administration established 16 strategic goals to move Maryland forward and provide citizens with results that will make a real difference in their lives. Partnering in a collaborative and transparent manner, each State agency has worked together to help us track and measure progress on each of these goals.

Through the Maryland Department of Transportation's (MDOT) efforts to build a 21st Century transportation network that supports the needs of citizens in every corner of the state, MDOT has played a crucial role in our efforts to drive progress on many of these goals, especially as it pertains to creating jobs, doubling transit ridership and creating a healthier, more sustainable Maryland. From enhancing economic opportunity through new roadways and targeted investments that expand BWI Marshall Airport and the Port of Baltimore, to increasing transit ridership with the advancement of the Purple Line, Red Line and Corridor Cities Transitway, we can be proud of our transportation program. It strengthens economic opportunity for our middle class and preserves our environment through projects that improve air quality and reduce greenhouse gas emissions.

In order to capitalize on all the benefits a robust transportation system has to offer, Maryland's formula for funding infrastructure improvements, unchanged since 1992, was amended in 2013. Determined to create a sustainable funding source and make transportation work for all Marylanders, our Administration worked closely with the General Assembly to pass the Transportation Infrastructure Investment Act. This historic initiative has generated \$4.4 billion in projects statewide.

Thanks to the Transportation Act, our current draft six-year transportation budget is the largest in Maryland history at nearly \$16 billion. This budget increases construction spending by \$6.1 billion, or 67 percent, compared to our budget before the Transportation Act was passed. With a steady stream of funding in place, our Consolidated Transportation Program (CTP) will again play a key role in our efforts to achieve our shared goals.

As we work together in building a 21st Century transportation network, let us unite again in finalizing this six-year CTP. Together, we can deliver projects that will move Maryland forward by improving travel, creating jobs, expanding economic opportunity, connecting communities, enhancing safety and preserving our environment. We also will commit ourselves to continue the progress we have made in reducing the number of traffic fatalities to the lowest level in more than five decades. We seek your input and guidance to ensure your voice is heard and your priorities are met. Only by seeking input and listening to ideas can we build a safe, seamless and interconnected transportation system with the goal of meeting the diverse needs Maryland residents deserve and demand.

Investing in Transportation Infrastructure is Important Because...

- Transportation spending not only generates business by way of materials and jobs, it also enables transportation systems to be maintained and improved, which in turn helps the State's productivity, competitiveness and long-term economic growth.
- There can be large "opportunity costs" associated with failure to sufficiently invest in the preservation and maintenance of transportation facilities and services as deferred maintenance can lead to higher reconstruction costs later on and the State could lose businesses due to a deficient transportation system.
- The funding from the Transportation Act has enabled MDOT to pursue important projects, maintain local partnerships, and address and plan for a more sustainable and vibrant Maryland. With these targeted investments made in tandem with other State and local activities, Maryland has been able to facilitate private investment and job creation.

2035 Transportation Vision and Goals

MDOT's Vision and Mission is to provide a well-maintained, sustainable and multimodal transportation system that facilitates the safe, convenient, affordable and efficient movement of people, goods, and services within and between population and business centers.

2035 Maryland Transportation Plan (MTP) Goals

Safety and Security – Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.

System Preservation – Preserve and maintain the State's existing transportation infrastructure and assets.

Quality of Service – Maintain and enhance the quality of service experienced by users of Maryland's transportation system.

Environmental Stewardship – Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.

Community Vitality – Provide options for the movement of people and goods that support communities and quality of life.

Economic Prosperity – Support a healthy and competitive Maryland economy.

The full 2035 MTP is located at: www.mdot.maryland.gov/MTP.

The Consolidated Transportation Program (CTP)

The CTP is Maryland's six-year capital budget for transportation projects. The CTP includes major and minor projects for the Secretary's Office and MDOT's modal agencies. To ensure that every dollar available for transportation in Maryland is efficiently spent, MDOT employs a strategic decision making process, using established priorities and criteria to prioritize programs and projects under consideration for inclusion in the CTP.

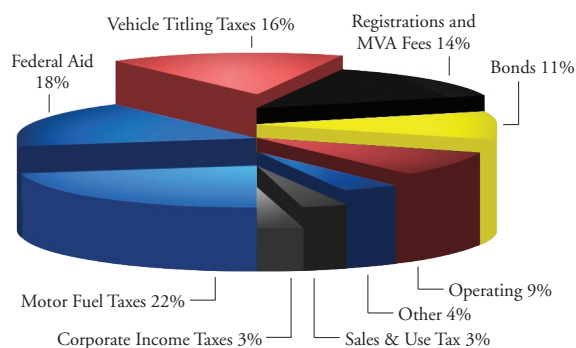
Priorities reflected in the CTP outline the priorities of the O'Malley-Brown Administration as embodied by the goals of the State's long range transportation plan, the MTP, which also reflect federal and State requirements and mandates, and the interests and concerns of the local governments and the public. Guided by these considerations, MDOT has a clear set of priorities that represent the core focus of the State's investments in its transportation system.

These investment priorities include:

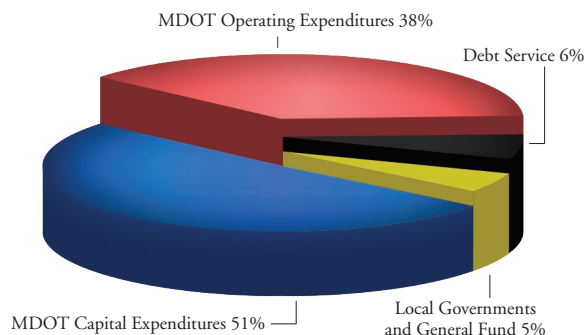
- Supporting Economic Development and Jobs
- System Improvements
- System Preservation
- Public Private Partnerships (P3)
- Transit Oriented Development
- Bicycle and Pedestrian Travel
- Environment
- Safety & Security
- Freight

The full CTP can be found online at: www.ctp.maryland.gov

Where the Money Comes From



Where the Money Goes



The Importance of Partnerships

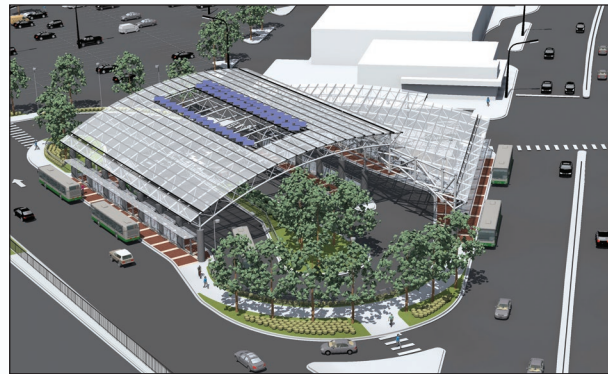
Partnerships with State, local and federal government agencies, as well as with private entities, are crucial to advance projects and ensure that we maximize all transportation revenues. MDOT partners with local governments to coordinate priorities, work within a regional context, and identify funding to support local transportation improvements.

Federal Partnerships

Federal funding represents a significant portion of the funding for Maryland's transit and highway capital programs and approximately 18% of funding in the CTP. Without adequate federal funding and a strong partnership with the federal government, Maryland and the United States run the risk of leaving a transportation system to future generations in worse shape than the system we inherited from prior generations. MDOT works closely with the Maryland Congressional Delegation to ensure federal investment is provided to help create and sustain a world-class surface transportation system in Maryland.

However, while Maryland made the tough decision to raise transportation revenues last year, the Federal Government has yet to resolve the imbalance between revenues and spending in the Federal Highway Trust Fund. The Maryland Congressional Delegation has been advocating for a multi-year reauthorization of the federal surface transportation program to provide the planning and funding certainty needed to deliver MDOT's capital program. Congress recently enacted an eight month temporary fix to this problem, but MDOT and our federal partners are working hard to see that Congress provides a long term solution in support of our transportation needs.

MDOT supports efforts to authorize and continue funding for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program, which provides a unique opportunity for the US DOT to invest in road, rail, bicycle, transit and port projects that promise to achieve critical national objectives, including safety and livability. TIGER helps to complete project funding and advance projects that might otherwise fall through funding gaps. MDOT has submitted applications in all six rounds of TIGER, and has successfully been awarded two grants directly, including the Anacostia Trail between Maryland and the District, and the Port of Baltimore Export Expansion, which includes a rail component. MDOT was also a sub-recipient of a TIGER I grant awarded to the Metropolitan Washington Council of Governments for the Takoma/Langley Transit Center, and the Bus Prioritization project. MDOT also supports full funding of the \$150 million in annual federal aid to WMATA through the Passenger Rail Investment and Improvement Act (PRIIA) for rail safety and state of good repair projects.



Takoma/Langley Transit Center Rendering

The State benefits from other federal discretionary programs, such as the New Starts program and the High Speed Intercity Passenger Rail programs. Continued full funding for the New Starts program and additional future funding via MAP-21 reauthorization are essential for the Federal Transit Administration (FTA) to adequately fund projects currently in development, including the Purple Line and the Red Line, as well as those preparing for entry into the process, such as the Corridor Cities Transitway (CCT). The Full Funding Grant Agreement (FFGA) recommendations included within the President's FY 2015 budget for these projects are important to keep the Maryland Transit Administration (MTA) on track to finalize a public-private partnership (P3) agreement for the Purple Line and to allow MTA to advertise construction contracts for the Red Line.



Purple Line Rendering

Through the High Speed Intercity Passenger Rail program and working closely with our partners at Amtrak and the Federal Railroad Administration, MDOT is working on a number of issues related to policy implementation and project development.



MPA Dredging

MDOT also works closely with the Congressional Delegation and the US Army Corps of Engineers (COE) in support of the State's Dredged Material Management Program (DMMP). Ensuring our federal navigation channels are properly dredged is critical to support the continued vitality of the Port of Baltimore, which is essential to the State's economy. In June 2014, Congress passed, and the President signed into law, the Water Resources Reform and Development Act, or WRRDA. This will allow the State and COE to move forward with the expansion of Poplar Island and development of Mid-Bay Islands. MDOT thanks and acknowledges the efforts of Senators Mikulski, Senator Cardin and our entire team Maryland for securing passage of WRRDA and ensuring our nationally-recognized dredged material program remains active and strong.

Regional Partnerships

The Northeast Corridor (NEC) is the rail backbone of the Northeast region and the busiest passenger rail corridor in the United States. It connects eight states and the District of Columbia and each day serves 750,000 riders and 2,000 commuter, intercity, and freight trains.

Congress created the Northeast Corridor Infrastructure and Operations Advisory Commission (NEC Commission) in recognition of the inherent challenges of coordinating, financing, and implementing major improvements that cross multiple jurisdictions. The NEC Commission is comprised of members from each of the NEC states, Amtrak, and the US Department of Transportation. MDOT participates on the NEC to investigate future needs and challenges and how these align with our State needs.

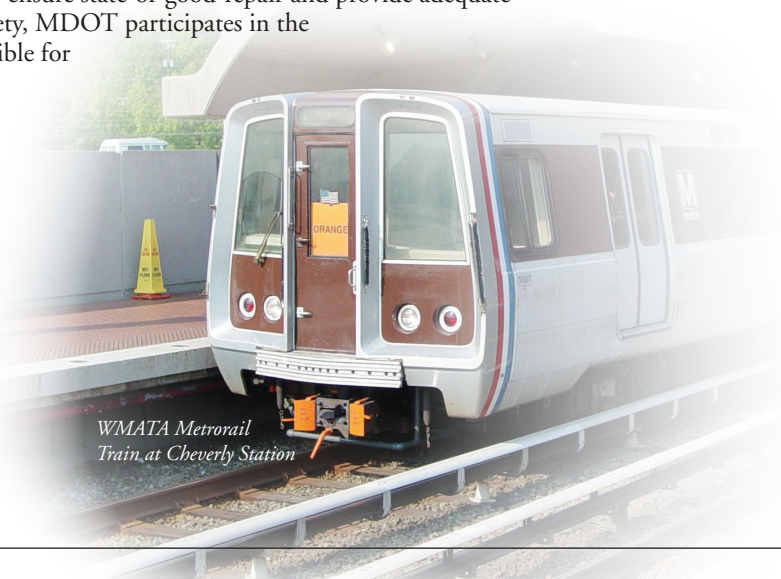


Amtrak Acela Train at BWI Station

The Washington Metropolitan Area Transit Authority (WMATA) is an integral part of the transportation system of our state and the Washington region. WMATA serves a population of five million within a 1,500 square mile area. Total ridership on the WMATA's Metrorail, Metrobus and MetroAccess system exceeds 353 million trips annually.

The WMATA Compact was created in 1967 to address the need for a regional body, with representation from the Signatories (the District of Columbia, State of Maryland and the Commonwealth of Virginia) to plan, develop, finance, and operate a unified regional transit system, in coordination with transportation and economic development planning in the region. MDOT works closely with WMATA and our regional partners on the safety of WMATA's rail, bus and paratransit systems, as well as service coordination and planning, improvements to reliability, and investments in operations and capital infrastructure to ensure state-of-good-repair and provide adequate capacity for current and future ridership demands. On safety, MDOT participates in the Tri-State Oversight Committee (TOC), the entity responsible for performing safety oversight for the WMATA rail system, including monitoring implementation of corrective action plans for National Transportation Safety Board (NTSB) recommendations, certifying the safety of major equipment such as new railcars, as well as system security and emergency preparedness.

MDOT also maintains regional partnerships with our Metropolitan Planning Organizations, with the I-95 Corridor Coalition and with our other regional partners, in an attempt to further research and coordinate much needed transportation projects, programs and policies.



WMATA Metrorail Train at Cheverly Station

Local Partnerships

In order for transportation priorities and projects to advance successfully, it is imperative that we seek increased collaboration and commitment from all parties benefiting from the transportation improvements. As previously stalled development begins to break ground, it is imperative that the local jurisdictions and other partners work together with MDOT to take full advantage of the strengths our transportation network offers. Coordination between these many parties must balance interests in growth and development, as well as transportation capacity, environmental, social, and other potential impacts. Local contributions to projects help leverage State and federal funding to move more projects forward.



Central Maryland Transit Facility Rendering

The State and local governments share the responsibility for providing transportation services and facilities in Maryland. Local governments have the responsibility for constructing and maintaining local transportation systems throughout the state. Local transportation is vital to getting people to and from jobs, school, and daily activities; local community vitality; and the State's economic prosperity. Maryland localities own approximately 83 percent of public road miles that carry 28 percent of the vehicle miles of travel Statewide, while State-owned roadways carry 72 percent of the vehicle miles of travel (2013 Maryland State Highway Administration Mobility Report, page II-3). Also, Maryland is one of the few states that owns and operates a transit system and is unique regarding the amount of State investment in transit.

A 2013 Local Task Force on Transportation Funding that was charged with studying local transportation revenue options, found that the State of Maryland has a unique strength relative to peer states in its coordinated approach to transportation infrastructure funding. Maryland's more centralized approach has served the State well in terms of a multimodal system focus, the extent of transportation investment, and the efficiency and effectiveness of that investment. The State provides a small share of the Highway User Revenues to the local jurisdictions to help with local transportation funding, used for the local jurisdictions to support maintenance and operations of their locally-owned transportation infrastructure. The State also provides federal funding to localities for bridges on the local system and transportation alternatives projects. The State also provides State funding to localities for bikeway projects.

Public-Private Partnerships

Over the past several years, Maryland has been working to enhance the State's capacity and framework to implement innovative financing and project delivery mechanisms for vital infrastructure projects. A key tool for innovative project delivery is the Public-Private Partnership (P3s), which leverages the expertise and efficiencies of the private sector for the delivery of large infrastructure projects. Maryland HB 560 (Chapter 5, Acts of 2013), signed into law by Governor Martin O'Malley on April 9, 2013, established state P3 policy and expressly authorized specified state agencies, including MDOT and MDTA, to enter into P3s. It created a clear, streamlined, and transparent P3 process and associated reporting requirements for State oversight. MDOT's P3 regulations (COMAR 11.01.17) also became effective in 2013.



*New Supersized Cranes at the Port of Baltimore
Photo by: Bill McAllen*

Under this new P3 framework, MDOT is currently implementing a P3 delivery method for the Purple Line. A shortlist of four proposer teams was selected in January 2014, a final Request for Proposals was released in July 2014, and proposals are due in early 2015. The expected outcome of the P3 process will be a 35-year, performance-based agreement between MDOT/MTA and the selected private partner. The private entity, also referred to as the concessionaire, will be responsible for key aspects of final design, construction, financing, operations, and maintenance of the Purple Line asset over the agreement term.

A P3 delivery method for certain elements of the planned Red Line in Baltimore is also currently under consideration.

How are we Doing?



MAA

BWI Marshall served approximately 22 million passengers in 2013 and an estimated 112,000 tons of freight. According to 2010 data, BWI Marshall's economic impacts for Maryland include nearly 94,000 jobs, \$3.6 billion in personal income, \$5.6 billion in business revenue, and more than \$2.0 billion in local purchases.

On average, 645 commercial flights arrive or depart from BWI Marshall each day.

BWI Marshall also served as a good emergency community partner, dispatching Fire and Rescue equipment for local emergencies off-airport grounds 1,064 times in FY 2013.



MDTA

More than 134,000 vehicles passed through MDTA toll facilities in 2013. Nearly 70% of these tolls were collected electronically, saving money and time for the State and travelers.

The number of MDTA toll transactions increased by six million and the percent of toll transactions collected electronically increased three percentage points from FY 2012 to FY 2013 due to a 66% increase in traffic along the Intercounty Connector (ICC)/MD 200 and across the Hatem Bridge (US 40), as well as continuing public outreach to encourage E-ZPass® use.

MDTA completed 12 major bridge, tunnel and highway projects in FY 2013 totaling \$256 million. Among the projects that were completed were rehabilitation of bridges, roadway and signage north and south of the Fort McHenry Tunnel on I-95, a Bay Bridge dehumidification project and replacement of the Curtis Creek Bridge grid deck on MD 695.



MTA

MTA ridership was 149 million in FY 2013 including 41.6 million on the Locally Operated Transit Systems (LOTS). Maryland ridership on the Washington Metropolitan Area Transit Authority (WMATA) system was nearly 124.7 million the same year.

Compared to ridership in 2004, MTA is providing over 50,000 more transit trips every weekday; Compared to 2006, MTA is providing an additional 45,000 transit trips every day.

MTA launched Maryland's first-ever weekend service on MARC's Penn Line. Due to the popularity of MARC weekend service and a steady growth in ridership, MTA added more train cars in the spring of 2014 to increase capacity on the service between Baltimore and Washington, D.C.





SHA

In FY 2013, annual vehicle miles traveled (VMT) remained slightly above 56.1 billion, VMT per capita continued to decrease and the Coordinated Highways Action Response Team (CHART) incident management program responded to, and cleared more than 17,000 incidents. The CHART program also assisted more than 26,000 stranded motorists, and reduced delay on Maryland state roadways by an estimated 28.5 million vehicle hours, saving motorists and commercial carriers an estimated \$1 billion.



Six major bridge and highway projects were completed in FY 2013 including the following bridge replacements – the US 220 bridge over the Potomac River (Allegany County), the I 695 bridge at MD 26 (Liberty Road) (Baltimore County) and the MD 328 (New Bridge Road) bridge over Tuckahoe Creek (Caroline and Talbot counties).

SHA adopted a new “Complete Streets” policy early in FY 2013 that requires all SHA staff and partners to consider and incorporate Complete Streets criteria for all modes and types of transportation when developing or redeveloping the transportation system.



MPA

A 2011 study estimated that Port activity generated approximately 40,040 jobs in Maryland, of which 14,630 were direct jobs. The Port is responsible for \$3.0 billion in annual personal wages and salary, and \$304.0 million in State and local tax revenues.



Total general cargo at MPA's public terminals reached 9.6 million tons, an increase of 2.3% over FY 2012 and a new record high for the Port.

In CY 2013, 91 international cruises embarked and disembarked at the MPA Cruise Maryland terminal and there were an additional six port calls by cruise ships.



MVA

As of 2013, the MVA served the nearly five million registered vehicles in the State, and provided services to more than four million licensed drivers.



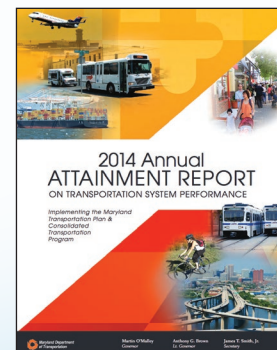
Over 12.2 million MVA transactions were processed in FY 2013, including eMVA and walk-in transactions at MVA's branch office locations.



MDOT

Each year, MDOT provides an evaluation of the performance of the Maryland transportation system in the form of the Annual Attainment Report on Transportation System Performance (AR). The AR reviews performance trends for all modes of transportation within the state, indicating the progress towards achieving the goals and objectives in the MTP and through the Consolidated Transportation Program (CTP).

The full AR can be found online at: www.mdot.maryland.gov/AR



Maryland Connections...

Learn more about transportation options and connections
by checking out the following websites:

MDOT: www.mdot.maryland.gov

MTP: www.mdot.maryland.gov/MTP

CTP: www.ctp.maryland.gov

AR: www.mdot.maryland.gov/AR

MAA: www.marylandaviation.com

MDTA: www.mdt.maryland.gov

MTA: www.mta.maryland.gov

MPA: www.mpa.maryland.gov

MVA: www.mva.maryland.gov

SHA: www.roads.maryland.gov

WMATA: www.wmata.com

Maryland 511 – Know Before You Go: www.md511.org

Commuter Choice: www.commuterchoicemaryland.com

Cycle Maryland: www.Cycle.Maryland.gov or <http://bikemd.org>

Bicycle/Pedestrian Master Plan: www.mdot.maryland.gov/bikewalkplan

Purple Line: www.purplelinemd.com

Red Line: www.baltimoreredline.com

CCT: www.cctmaryland.com

Public-Private Partnerships (P3s) in Maryland:

www.mdt.maryland.gov/Partnerships/tp3Overview.html

www.purplelinemd.com/p3

This document is available in alternative formats upon request.

